

TRANSPORTATION DEPARTMENT MONTHLY REPORT

April 2020



VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

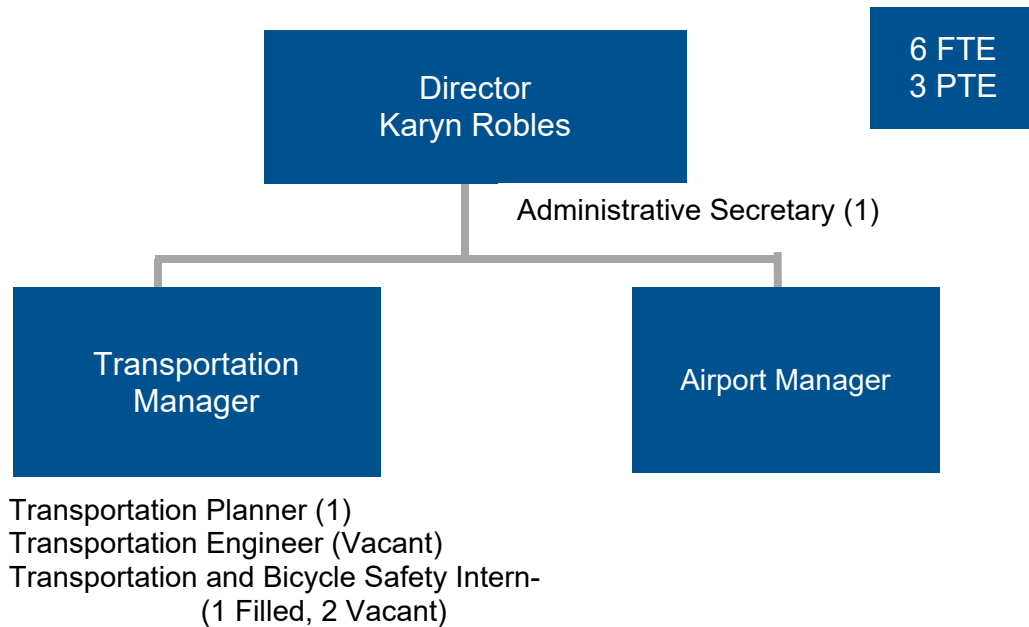


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ORGANIZATION CHART



DEPARTMENT OVERVIEW

The Transportation Department is responsible for the planning, operation, coordination and oversight of providing residents, employees and visitors with transportation options. Primary responsibilities include management of the Schaumburg Regional Airport, Dial-a-Ride Transportation (DART), Woodfield Trolley, coordination with Pace Suburban Bus on transit services, oversight of all traffic signal operations, Schaumburg Commuter Parking Lot and Rail Station, coordination of the village's Comprehensive Bikeways Plan and coordination of several disabled and senior citizen transportation services. Transportation staff is also responsible for overseeing and coordinating on large regional transportation projects such as the IL-390 and I-90 Jane Addams access improvements.

The Transportation Department also plays a key role in transportation planning throughout the region and represents the village on several regional transportation and planning committees. Staff represents the village on the Northwest Municipal Conference's Transportation Committee and Bicycle and Pedestrian Committee, Chicago Metropolitan Agency for Planning's Bicycle and Pedestrian Task Force, O'Hare Noise Compatibility Commission, DuPage Mayors and Managers Transportation Policy Committee, Pace's American with Disabilities Act (ADA) Suburban Committee, Regional Transportation Authority's and Pace's Citizen Advisory Boards, and the Tollway's IL-390 Local Advisory Committee.



KEY ACTIVITIES

Access Improvement Projects

Meacham Road and Algonquin Road Intersection Improvements

Work on Phase II final design of the intersection improvements continued with coordination between the Village and IDOT as well as work on the land acquisition portion of the project. In April, utility coordination work continued in order to identify and address any utility conflicts in advance of construction. Staff was also able to finalize grant funding for the project to ensure that it is on the June letting. This project will add capacity and improve bicycle and pedestrian access at the intersection which is needed due to the I-90 interchange and the development of the 90N District.

Woodfield Road Improvements – Plum Grove Road to Meacham Road

This project will complete the reconstruction of Woodfield Road west of Meacham Road. Similar to the ongoing construction of Woodfield Road to the east, this project will include roadway reconstruction, drainage, lighting, pedestrian and bicycle facilities, and traffic signal upgrades. In April, truck turning movements were completed and the preliminary geometry, drainage plan and storm sewer analysis all continued. Next month the preliminary geometry and drainage plans are anticipated to be completed. This month the Northwest Conference of Mayors also recommended STP-Local funding for the project in FY2025. The Phase I design is anticipated to continue through 2020.

2020 Pedestrian Signal Improvements

This project will combine five similar pedestrian signal improvement projects throughout the village. The scope of these projects involve adding and/or upgrading the pedestrian signals to countdown timers, LED push-buttons, ADA compliant remap crossings, enhanced crosswalks, and concrete/asphalt work as needed. The locations included in these improvements are Algonquin and Quentin, Barrington and Weathersfield, Higgins and National, Schaumburg and National, and Schaumburg and Wildflower. The improvements at Schaumburg Road and National Pkwy, in particular, will utilize funding from Cook County. Additionally, the Village has partnered with the Schaumburg Park District to add a left-turn lane on westbound Schaumburg Road for better access to Spring Valley Nature Center. In April, work focused on finalizing the County and IDOT permits so that work can begin in May.

Mid-Block Crossing Enhancements

This project will focus on upgrading six mid-block crossings at or near schools, parks, and bike paths throughout the village. In addition to bringing each one of these crossings up to the American with Disabilities Act and Public Right-of-Way Accessibility Guidelines standards, each location will be evaluated to improve visibility and the safety of pedestrians, cyclists, and motorists. Final design and project specifications have been completed. Review of final plans and specifications has begun. The village applied for funding to construct the crossings. Upon receiving funding, staff will pursue a



construction bid. Staff participated in an interview with Cook County as part of a grant application to fund this project through the Invest in Cook grant program.

Transit Initiatives

Due to COVID-19 stay-at-home orders transit ridership has declined significantly. Trolley service, which was temporarily suspended as of Saturday, March 28 did not resume operations in April, Route 602 which provides feeder service to Schaumburg's Metra station was suspended April 13, and also beginning on the 13th, DART operating capacity was decreased by 25% and the last service hour of each weekday and Saturday was temporarily suspended because of ridership declines.

Dial-A-Ride Transportation (DART)

During the first week of March, average daily ridership was 254 and Saturday ridership was 116. For the month of April, these numbers decreased to 63 average daily weekday riders (-75%), and 42 riders on Saturdays (-63%).

The table below shows the top trip generators in February, the last full month of service unaffected by COVID-19, and the changes in their ridership totals in April. All show declines between the two months, but some of the locations like food stores, Nation Pizza and Foods, which is classified as an essential business, and transit connections at Metra and the Northwest Transportation Center have not been as severely impacted with losses below the averaged 70% losses in DART ridership experienced overall.

Changes in Ridership and Proportion of Trips Between February and April

Rank	Location	February		April		Change	
		Trips	% of Total Trips	Trips	% of Total Trips	+/-	% +/-
1	WOODFIELD MALL	1,168	24.0%	156	7.7%	-1,012	-86.6%
2	HARPER COLLEGE	669	13.8%	0	0.0%	-669	-100.0%
3	METRA	408	8.4%	229	11.4%	-179	-43.9%
4	NATION'S PIZZA	399	8.2%	296	14.7%	-103	-25.8%
5	EXTENDED STAY AMERICA	285	5.9%	181	9.0%	-104	-36.5%
6	JEWEL-ROSELLE	240	4.9%	216	10.7%	-24	-10.0%
7	7/11-BODE RD	218	4.5%	90	4.5%	-128	-58.7%
8	JEWEL-W SCHAUMBURG	208	4.3%	134	6.6%	-74	-35.6%
9	LIBRARY	190	3.9%	4	0.2%	-186	-97.9%
10	NORTHWEST TRANSPORTATION CENTER	172	3.5%	109	5.4%	-63	-36.6%

Only one location, Dollar Tree on Roselle Road had an increase between February and April growing 25% from 43 to 54 trips.



Throughout April DART staff continued efforts to keep buses clean and riders safe with increased and enhanced vehicle sanitizing, passenger notices posted on the buses advising riders how to reduce the risks of contracting COVID-19, single passenger trips with riders seated at the rear of the vehicles, and drivers wearing face masks and gloves.

On April 16, DART participated in #SoundTheHorn, a symbolic effort led by Amtrak, Pace, Metra, Chicago Transit Authority (locally), and transit service providers nationwide by simultaneously sounding vehicle horns at 2:00 p.m. to honor transportation and all essential workers across the nation on the front lines during the COVID-19 public health crisis.

Pace Bus Routes Serving Schaumburg

On April 20, service was temporarily suspended on Pace Route 895 offering one-way morning and evening weekday rush hour service between transit centers in Chicago Ridge, Rosemont, and the Northwest Transportation Center. As of the end of April, service on the other 12 Pace routes operating in Schaumburg has not been effected.

Metra Monthly Parking Management

During the month of April, the use of the Schaumburg Commuter Lot remained as low as the last two weeks of March. While there are 49 vehicles calculated in the Commuter Lot each day based on permit and daily fee sales, manual counts have resulted in 16-24 vehicles in the parking lot. It would appear that many permit holders are not fully utilizing their May permit. Daily fee usage remains low, but consistent, each week at approximately 6 purchases per day. The village continues to have increased cleaning efforts at the Schaumburg Metra Station and along with additional hand sanitizing stations to help decrease the spread of COVID-19.

	Monthly Permits Sold	Quarterly Permits Sold	Total Permits Sold	Daily Fee Purchased	Approx. Weekday Usage*
Apr-19	188	562	750	5,272	1,006
May-19	179		741	5,800	969
Jun-19	162		724	5,595	965
Jul-19	185	563	748	5,782	972
Aug-19	188		751	6,362	959
Sep-19	208		771	5,575	979
Oct-19	186	558	744	6,041	983



Nov-19	182		740		5,062		951
Dec-19	168		726		3,878		914
Jan-20	166	569	735		5,030		943
Feb-20	170		739		4,898		966
Mar-20	173		740		2,449		842
Apr-20	6	37	43		144		49
May-20	1		38				
Jun-20	2		39				
*Weekday Usage = Permits + Average of Daily Fee Purchased Per Weekday							
Data through 4/30/2020							

Bicycle/Pedestrian Improvements

Adopt-a-Bike Path

Due to COVID-19, several Adopt-a-Bike Path events were canceled during the month of April. However, the Schaumburg Bike Club was able to clean their portion of Wise Road between Salem Drive and Springinsguth Rd by having individual members clean on their own.

Schaumburg Regional Airport

Airport Terminal Upgrades

Airport terminal flooring upgrades from the terminal entrance to the ramp exit has been completed. Flooring in the common areas is grey wood vinyl, and the airport meeting room and village offices received new carpeting. The Terminal also has new furniture, freshly painted walls, and LED lighting.

Airport Strategic Plan Update

Staff completed a final draft of the Airport Strategic Plan (Plan) in March, but as the report was receiving final edits, the emergence of the COVID-19 pandemic changed the direction of how the plan will move forward. The Village will now be rewriting portions of the Plan to address changes occurring within the aviation industry and community because of the pandemic.

Monthly Rent	February	March	April
Hangar	\$26,692.23	\$27,212.00	\$26,432.23
Tie Down	\$1,350.00	\$1,380.00	\$1,380.00
Terminal Building Rent	\$13,229.15	\$13,229.15	\$13,229.15
Activity Summary	February	March	April
Self Service Fuel	2	1	5
Purchased Fuel From the FBO	12	14	5



Ate at Pilot Pete's	74	28	0
Just Visiting	5	14	8
Stayed Overnight	0	8	0
Rented a Car	0	3	0
Businesses	0	5	0
Deliveries	12	5	5
Maintenance	3	0	0
Charter	0	0	0
Pattern Work	1	0	0
Special Events	0	0	0
Total Visitors	110	95	13

Monthly Performance

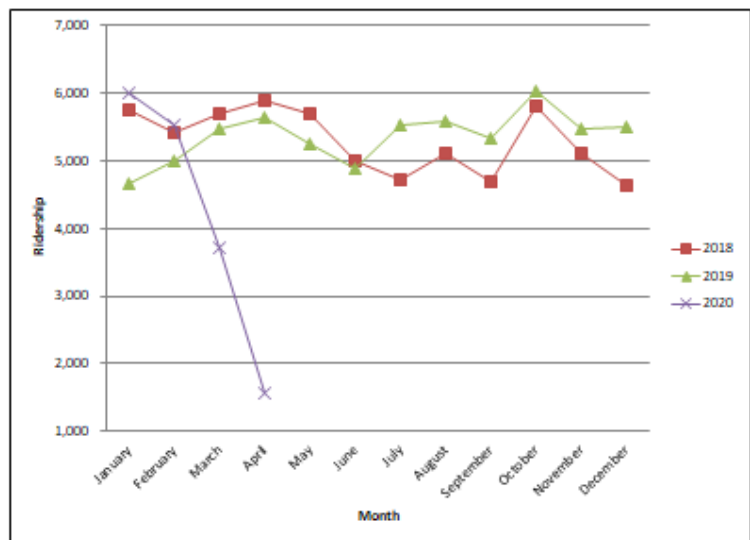
Transit System Ridership Trends

Pace did not supply ridership statistics that would appear on the Transit System Ridership Trends table, therefore the table will not be published in this report until further notice.

DART Ridership

Monthly Cumulative Ridership Totals

	2018	2019	2020
January	5,752	4,677	5,999
February	5,420	4,991	5,535
March	5,709	5,469	3,712
April	5,901	5,632	1,558
May	5,690	5,259	
June	4,994	4,883	
July	4,730	5,521	
August	5,118	5,578	
September	4,691	5,331	
October	5,803	6,036	
November	5,111	5,465	
December	4,650	5,512	
YTD	63,569	64,354	16,804

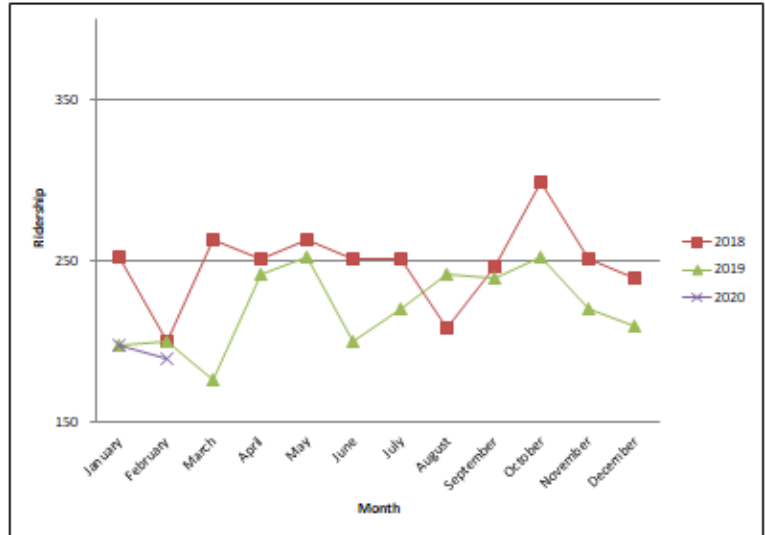




Route 602 Ridership

Monthly Cumulative Ridership Totals

	2018	2019	2020
January	253	198	198
February	200	200	190
March	264	176	
April	252	242	
May	264	253	
June	252	200	
July	252	220	
August	209	242	
September	247	240	
October	299	253	
November	252	220	
December	240	210	
YTD	2,984	2,654	388

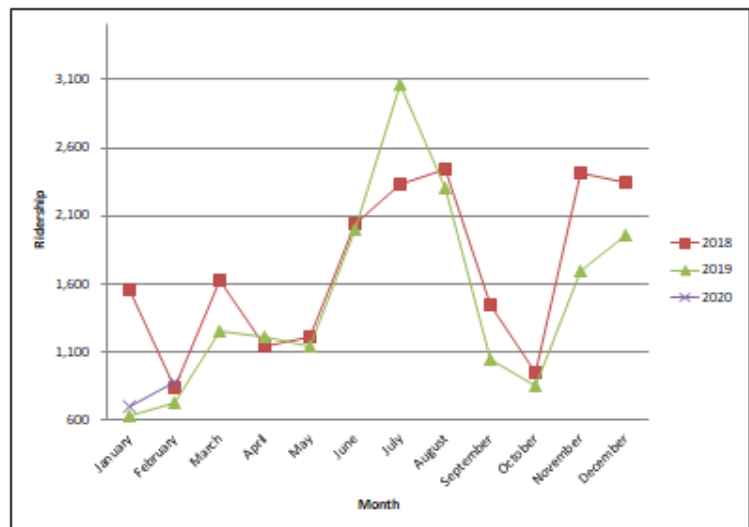


*Current ridership for Pace Route 602 is unavailable.

Trolley Ridership

Monthly Cumulative Ridership Totals

	2018	2019	2020
January	1,557	637	697
February	841	722	873
March	1,632	1,258	
April	1,136	1,205	
May	1,210	1,139	
June	2,041	2,001	
July	2,329	3,064	
August	2,446	2,298	
September	1,446	1,041	
October	951	853	
November	2,415	1,695	
December	2,342	1,961	
YTD	20,346	17,874	1,570



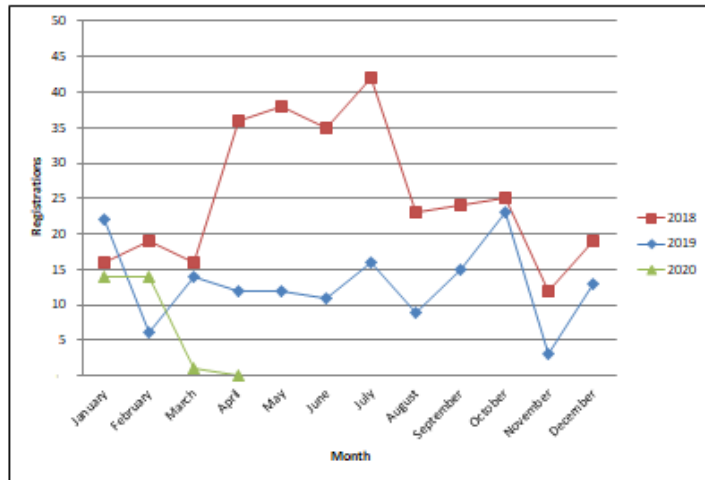
*Current ridership for the Trolley is unavailable.



RTA Registrants

Monthly Cumulative Registration Totals

	2018	2019	2020
January	16	22	14
February	19	6	14
March	16	14	1
April	36	12	0
May	38	12	
June	35	11	
July	42	16	
August	23	9	
September	24	15	
October	25	23	
November	12	3	
December	19	13	
YTD	305	156	29

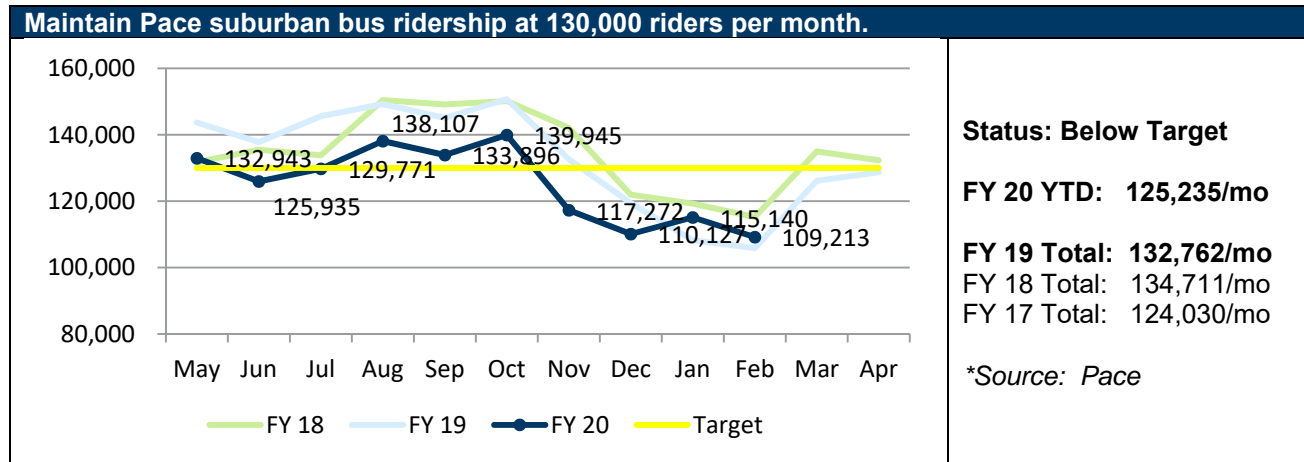


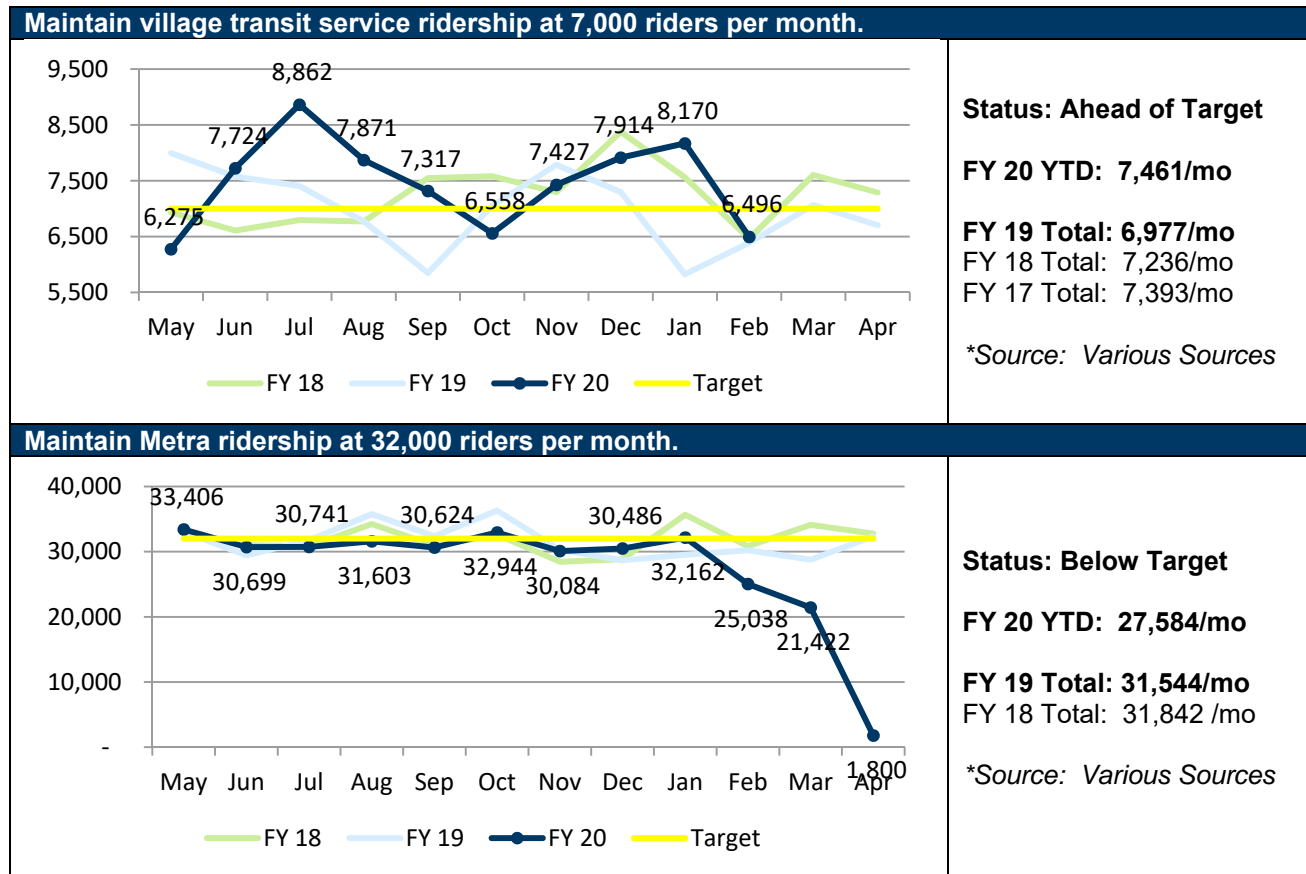
*Village Hall was closed to the public beginning Monday, March 30.

KEY PERFORMANCE INDICATORS

KPI 1: Provide a variety of transit options that fit the needs of Schaumburg residents. Schaumburg is a transportation hub and multi-modal community offering various transit options from Metra commuter train service, to regional Pace Suburban bus services, in addition to community-centered transit options and an award-winning bicycle program. This KPI hones-in on Schaumburg's overall ease of travel positively – a rate similar to national benchmarks. The number of hits monthly on the village's Transportation website also provides an indication on the level of interest in these services and the public's desire to learn about them.

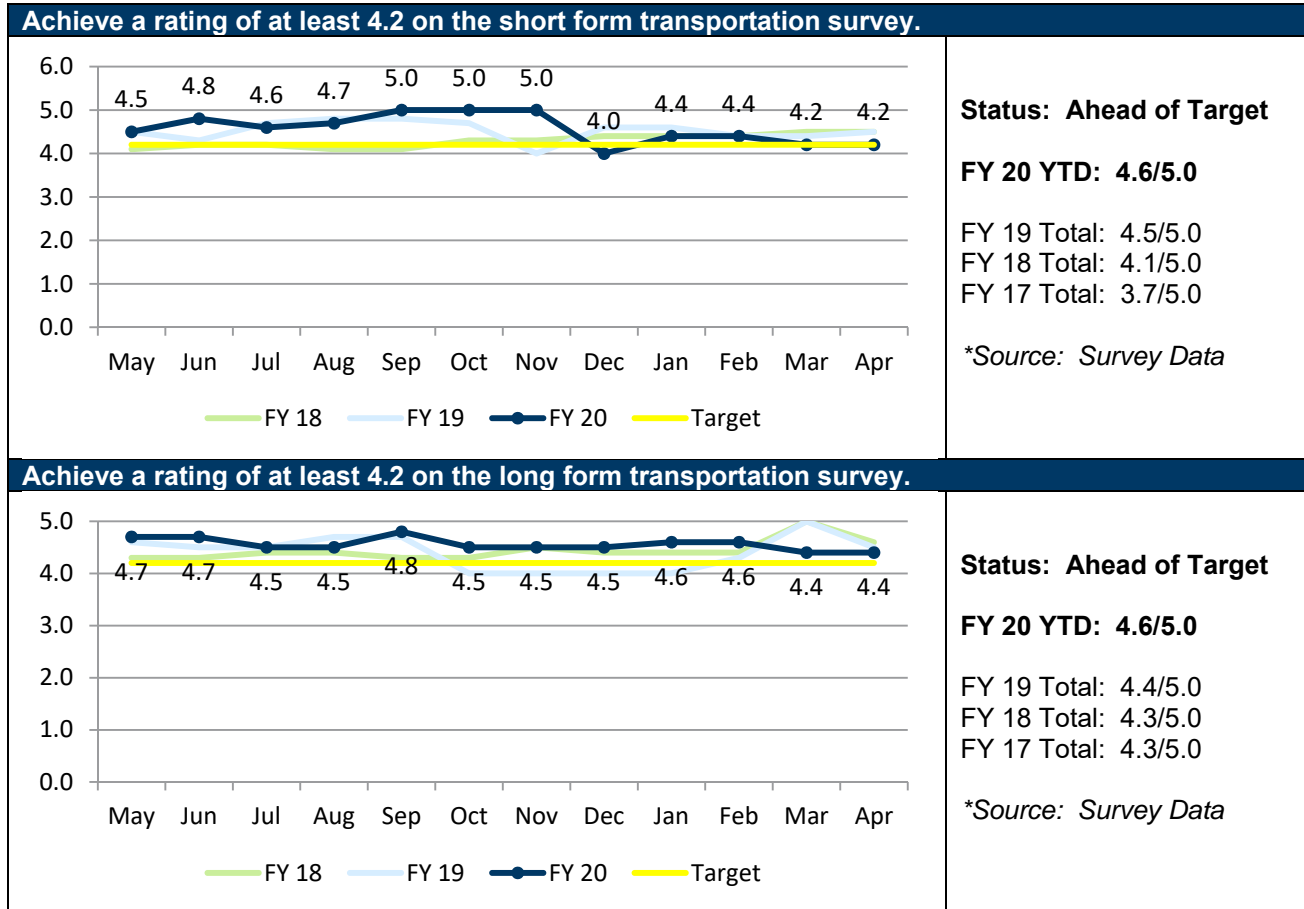
CURRENT RIDERSHIP FIGURES ARE UNAVAILABLE





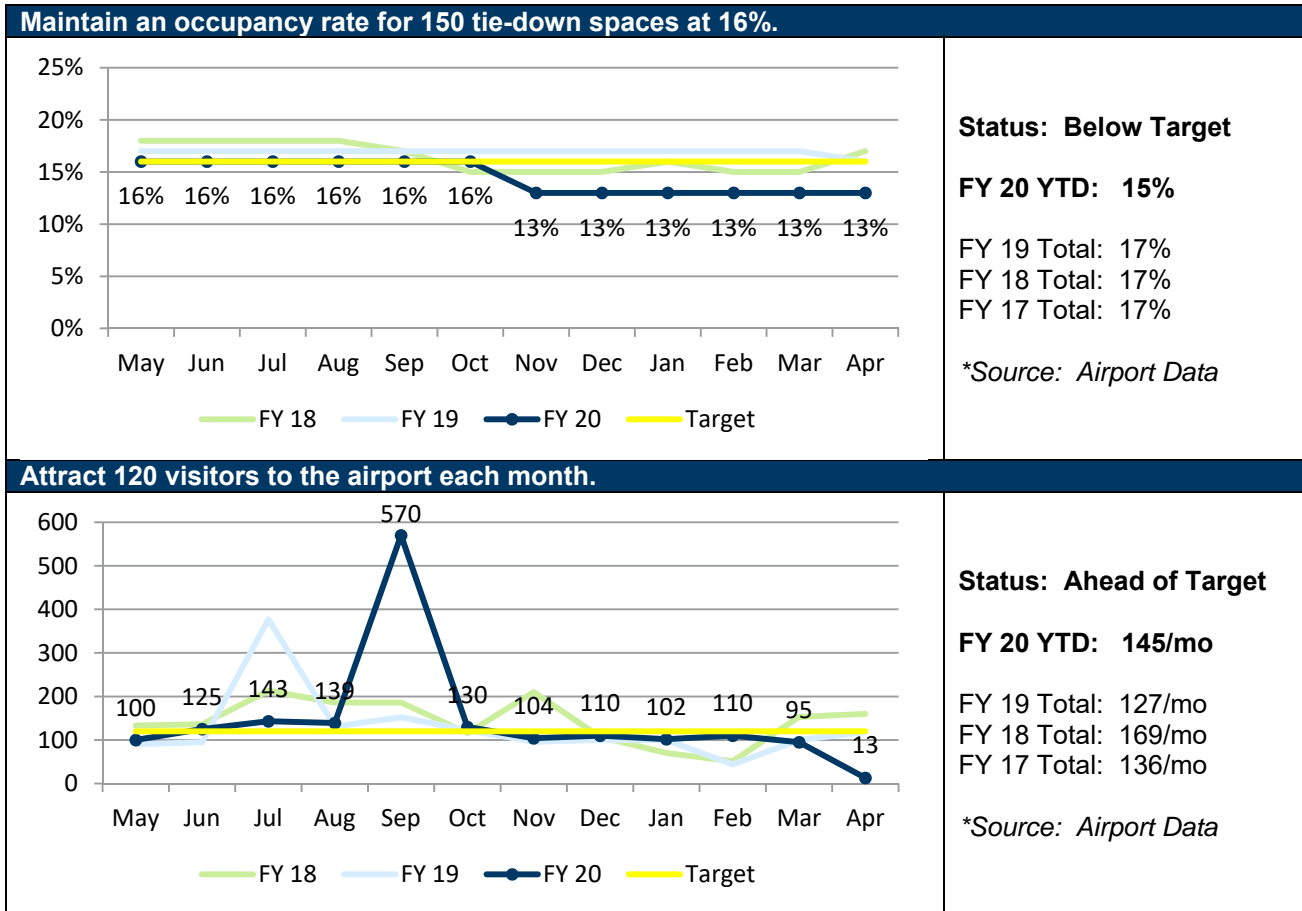
KPI 2: Provide a variety of transit options that are well rated by riders.

Schaumburg offers Dial-A-Ride, the Schaumburg Trolley, and Route 602, to residents, employers, employees and visitors. Results from customer satisfaction surveys to these patrons will determine the level of customer satisfaction with services. Short-form customer surveys tracking basic performance and quality of service indicators for DART, Trolley, and Route 602 including driver style/ability, cleanliness of the buses, on-time performance, safety, and comfort. The village also sends longer-form customer surveys during high ridership periods that track the indicators mentioned on the short-form survey, but encompassing more comfort, convenience, and reliability factors.



KPI 3: Ensure diverse utilization of the Schaumburg Regional Airport.

Schaumburg Regional Airport (SRA), which generates \$19 million in local economic impact annually, is home to five businesses, approximately 90 aircraft, and handles roughly 35,000 operations on an annual basis. This KPI tracks public education and outreach in and around Schaumburg by counting the number of people participating in tours of the airport and monitors the number of pilots visiting the airport each month to gauge success and health of this valuable village-owned asset.



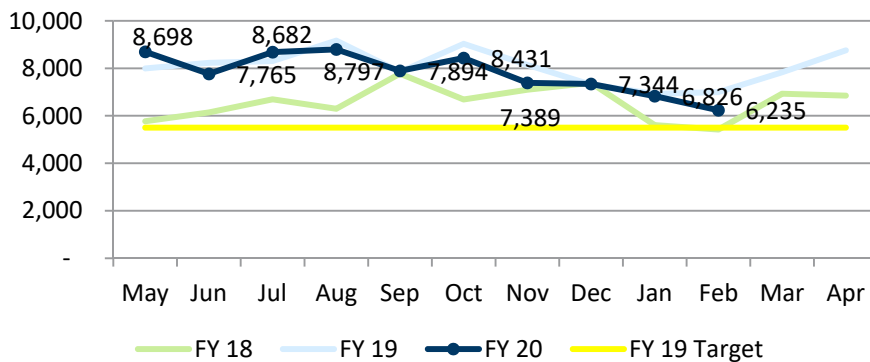
KPI 4: Monitor ridership for expanded and restructured Pace services.

Schaumburg is the second largest employment center in the State of Illinois, and a major transportation center for the region. Part of what attracts employers and residents to Schaumburg are the transportation options to get to and around this community including three major interstate highways, and mass transit services that provide rail and bus transportation. The focus of this KPI is the major public transit expansion that took place in December, 2016 in Schaumburg that added four new Pace routes and one restructured and expanded existing Pace route. These new services will increase regional and internal distributor access options to and around Schaumburg including “Last Mile” service. This KPI will measure ridership on these new routes foretelling demand and success for these services. New routes are 604, 607, 608, and 611 and their ridership figures will be reported separately from the existing restructured route, 600. The ridership targets were derived from ridership averages over the past 12 months.

CURRENT RIDERSHIP FIGURES ARE UNAVAILABLE



Maintain ridership for New Pace Route 604, 607, 608, and 611 at 6,500 riders per month.



Status: Ahead of Target

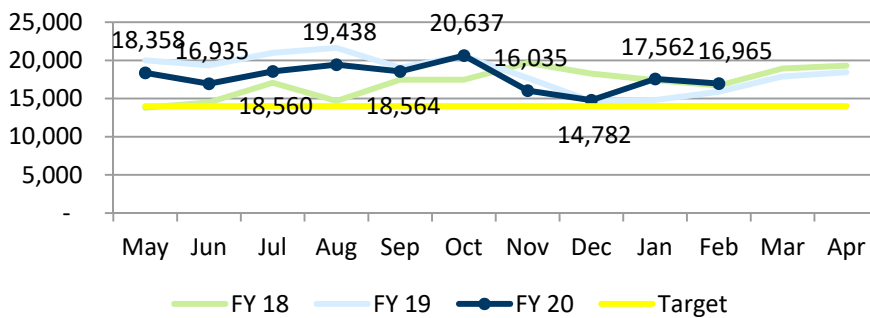
FY 20 YTD: 7,806/mo

FY 19 Total: 8,045/mo

FY 18 Total: 6,555/mo

**Source: Pace*

Maintain ridership for restructured Pace Route 600 at 16,000 riders per month.



Status: Ahead of Target

FY 20 YTD: 17,784/mo

FY 19 Total: 18,414/mo

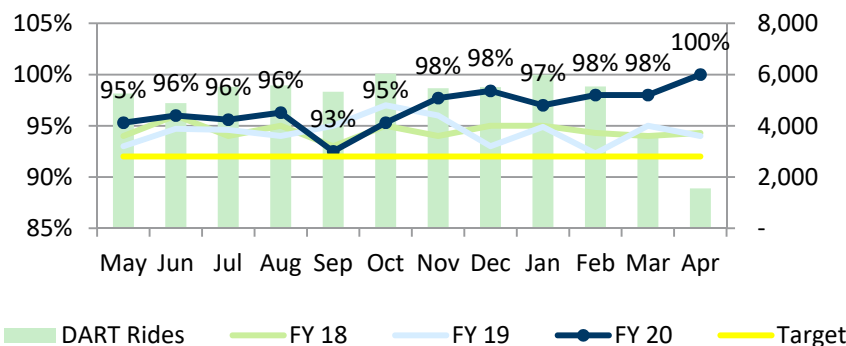
FY 18 Total: 17,103/mo

**Source: Pace*

KPI 5: Ensure the effectiveness of the Dial-A-Ride Transportation (DART) program.

DART is Schaumburg's most significant village-funded transit service offering. The vast majority (approximately 87%) of the roughly 65,000 annual DART customers are Village of Schaumburg residents and 85% of rides are to locations within the village's municipal boundaries that stretch more than 10 miles north-south and nearly 7 miles east-west. DART is a door-to-door service open to the general population whose routes are flexibly designed by dispatchers each day of service depending on the calls for rides that are received. This KPI measures the convenience of travel in Schaumburg by monitoring DART's operational effectiveness in terms of the percentage of 90-minute ride quotes provided, on-time pick-up performance, and maximum ride length of 45 minutes.

Provide 92% of Dial-A-Ride Transportation travel times in 45 minutes or less.



Status: Ahead of Target

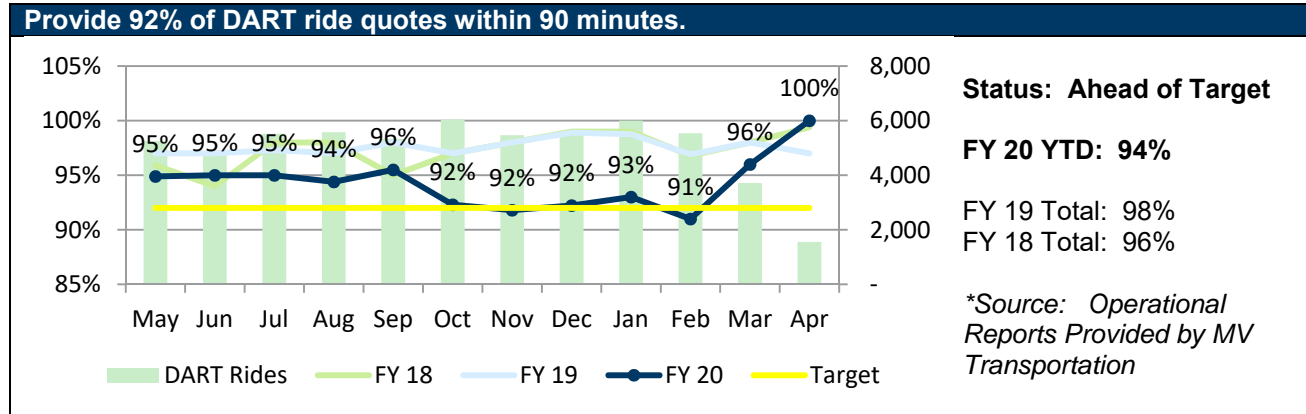
FY 20 YTD: 96%

FY 19 Total: 94%

FY 18 Total: 94%

FY 17 Total: 92%

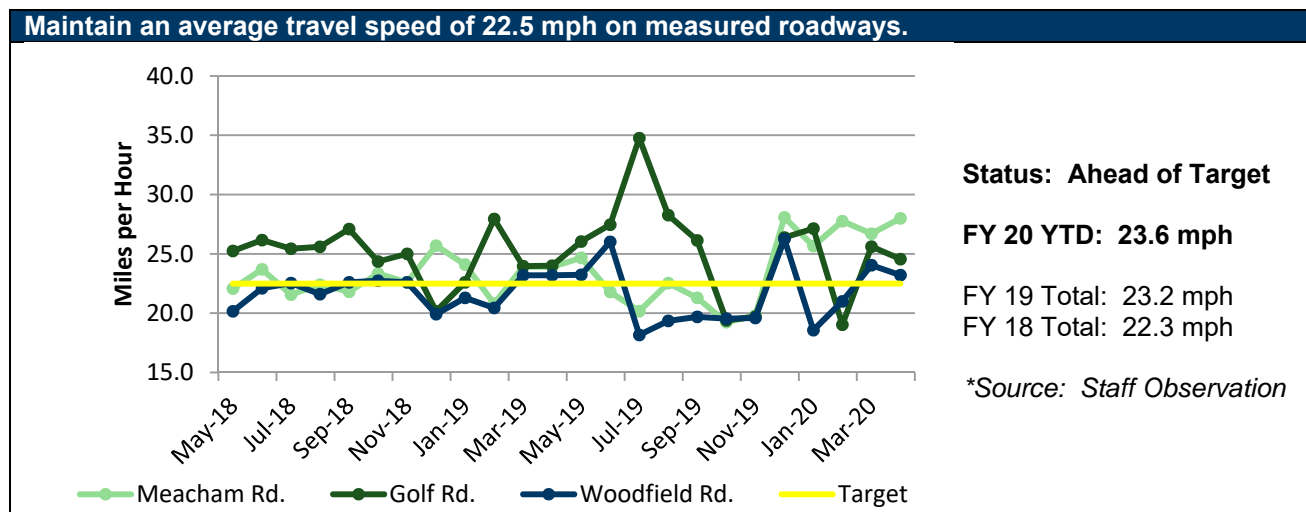
**Source: Operational Reports Provided by MV Transportation*



KPI 6: Improve traffic signal timing on major roadways in the Village of Schaumburg.

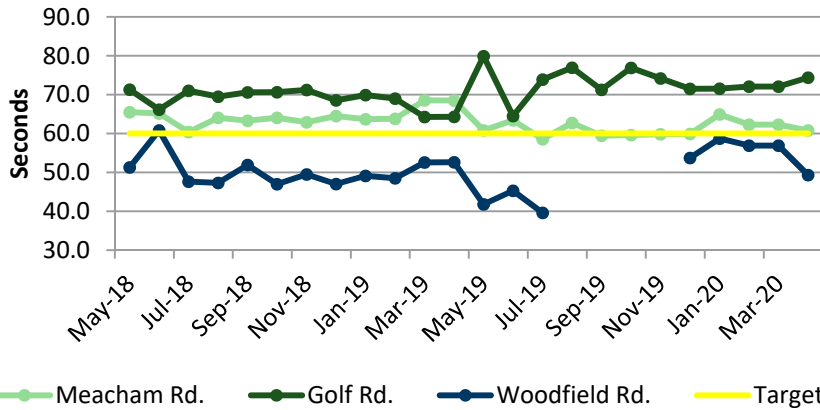
National Citizen Survey results regarding the ease of transportation throughout Schaumburg highlight the public’s perception of their ability to efficiently travel to and throughout the Schaumburg area. The focus of this KPI will observe traffic flow along Meacham (Algonquin Road to Higgins Road), Golf (Plum Grove Road to East Frontage Road), and Woodfield (Plum Grove Road to East Frontage Road) Roads, the main arterials in the heart of Schaumburg’s Woodfield area business and entertainment district, and will measure travel speed, signal length, and traffic flow. This KPI is connected to evaluating the effectiveness of newly deployed video detection traffic signal systems and develop an implementation plan for expanding new traffic signal technologies in order to reduce congestion.

Note that the Woodfield Road signal length data collection will be suspended during the reconstruction project. Staff will still collect data on the average travel speed and number of times stopped at a signal. The last month that staff was able to collect accurate signal length data was in July 2019. Collection of time data resumed in the winter of 2020, but will be suspended again during construction season.





Maintain signal length at each signalized intersection at 60 seconds.



Status: Below Target

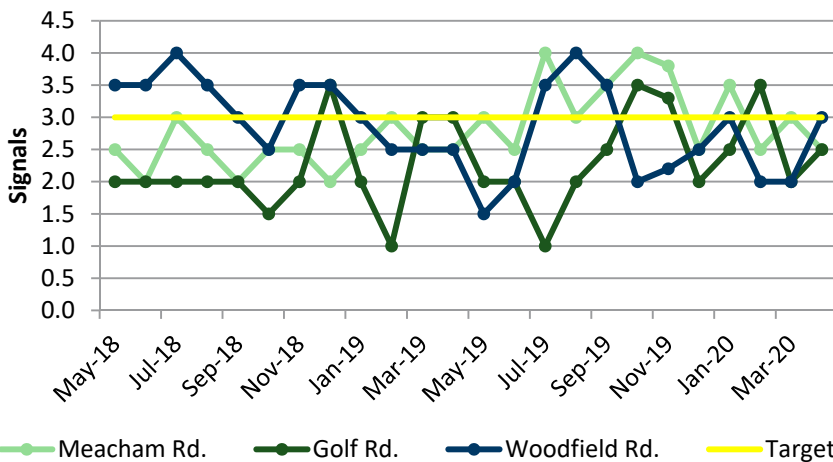
FY 20 YTD: 63 seconds

FY 19 Total: 61.2 seconds

FY 18 Total: 60 seconds

**Source: Staff Observation*

Maintain the number of times stopped at a signal on measured roadways at 3.



Status: Ahead of Target

FY 20 YTD: 2.7

FY 19 Total: 2.6

FY 18 Total: 2.6

**Source: Staff Observation*